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## MONTANA AERONAUTICS COMMISSION

Volume 22 — No. 7

October, 1971

### MPA MEETING BANQUET & BREAKFAST HELD IN BILLINGS

Three Montana Pilots' Association functions held in Billings on October 2 and 3 were well attended. A quarterly Directors' Meeting was held Saturday afternoon in the Pilots' Lounge of the Billings Airport Terminal. (Continued on Page 6)



Left to right: Merrill K. Riddick, W. L. Barrett, Frank Wiley.

### ATTENTION AIRPORT MANAGERS & PILOTS

The revisions for the 1972 edition of the Montana Airport Directory are now being processed.

The Montana Aeronautics Commission should be notified of any changes or modifications at your airports since the publication of the 1971 edition. Please have these changes mailed to the MAC before November 12, 1971.

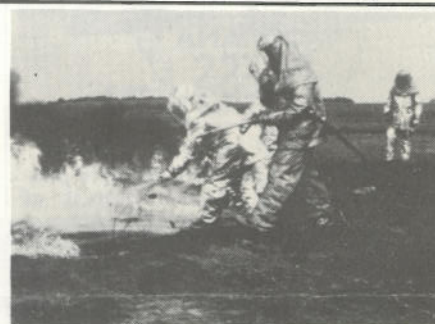
### FLIGHT SERVICE STATION: USE IT OR LOSE IT

October 29—Montana Aeronautics Commission Chairman James Steffeck said that he would like to advise all pilots that whenever they are in the vicinity of a flight service station to call in. He said that these calls are all logged and that the Federal Aviation Administration uses the annual tallies of such contacts as one of the determinants for continuing or closing a flight service station.

Steffeck said that the planned closures of the Flight Service Stations at Mullan Pass, Idaho, and Toledo, Oregon, give evidence that other stations could be similarly affected if they do not maintain what the FAA considers sufficient "business." He said that he had in mind the stations at Dillon, Livingston, Lewistown and Cut Bank.

### MAC EMPLOYEE ATTENDS CFR TRAINING SCHOOL

Gerald Burrows of the Montana Aeronautics Commission attended the Crash Fire Rescue Training School in Dayton, Ohio, September 19-30, 1971. Sponsored by the Great Lakes Chapter of the American Association of Airport Executives, the school had participants from 13 states. The school was conducted at the Dayton



Airport, downtown Dayton Fire Training School, and Wright-Patterson Air Force Base.

Equal time at the school was given to classroom activities and practical demonstrations. Instructors and areas covered included: FAA, Chicago and Washington, D. C.—Airport Certification, crash and emergency procedures; Port of Columbus International Airport and TWA—aircraft identification, fuel locations, capacity fueling procedures, emergency exits; National Foam, Pennsylvania and 3M, California—Background and uses of protein foam, high expansion foam, aqueous film forming foam, CO<sub>2</sub>, dry chemicals, detergent and wetting agents, allied equipment for various agents and trucks; Fire Repel, New Jersey—comparison and uses of different materials used in protective clothing; Yankee Walter, Ohio—new crash fire trucks, construction capabilities and uses; Dayton Airport Team—emergency procedures, mutual aid

(Continued on Page 3)



**Official Monthly Publication  
City/County Airport  
of the  
MONTANA AERONAUTICS  
COMMISSION**

**Phone 449-2506  
Box 1698**

**Helena, Montana 59601**

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**William E. Hunt, Director**

**Worthie M. Rauscher,  
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**FEDERAL AVIATION  
ADMINISTRATION  
ITINERARY LISTINGS**

Airport	Nov.	Dec.
Bozeman	.....	.....
Butte	.....	.....
Culbertson	.....	8
Glasgow	.....	3
Glendive	.....	18
Great Falls	.....	4 2
Hayre	.....	.....
Lewistown	.....	22
Miles City	.....	17
Missoula	.....	18 16
Sidney	.....	9

NOTE: Provisions have been made to give private, commercial and flight examinations **ON AN APPOINTMENT BASIS ONLY** at the following FAA Flight Service Stations.

Bozeman ..... Lewistown  
Butte ..... Livingston  
Cut Bank ..... Miles City  
Dillon ..... Missoula

Great Falls

NOTE: Until further notice GADO #1 in Billings will be open the third Saturday of each month **ON AN APPOINTMENT BASIS ONLY!**

*Director's Column*



It was a pleasure to be invited to speak last month at the County Assessor's Convention held in Helena. The theme of my talk was that the taxing system on aircraft just did not seem to work and that the Statute requiring registration of aircraft by private pilots was not complete or enforceable. I suggested that the laws concerning registration of aircraft either be repealed or the system made more equitable.

While I did not have all the answers, I did offer as an alternative to the present system what I called the "Arizona Plan." This departs from the traditional property tax and allows a flat percentage based on the retail value of the airplane to be paid rather than the complicated mill levy tax that is now applied. Furthermore, the money would be earmarked for a special fund for airport construction or aviation use, rather than the present system of having it go into the county and state general funds.

Arizona presently collects an "in lieu" tax rather than the property tax based on the retail value of the airplane. Twenty-five percent of the proceeds are paid to the Arizona state general fund and seventy-five percent go to a fund for grants to communities for airport construction and improvement.

To me, the value of the system seems to lie in four areas: The ease of collecting the tax; the fact that it is a user tax to be used for the people paying the tax; it would furnish money to a community to use as matching funds for federal grants; and, hopefully, reduce the need for the issuance of bonds and thereby decrease property taxes within a community.

No one claims that this is the answer to the problem in Montana but we are investigating the matter and I have been advised by Mr. James Vercellino, Director of Aeronautics in Arizona, that after the necessary constitutional amendments and statutory provisions, the law has met with general approval and the people in aviation, the assessors, and the communities find it far more satisfactory than the old system of property tax.

In my own experience, one of the arguments used by people against such a system is that it reduces the taxable valuation in the county and gives aircraft owners special privileges not allowed to other personal property holders who own automobiles and other non-real estate property. It appears to me that the answer to this is that with the federal tax on gasoline added last year and the poundage tax on aircraft, although the money may not be paid locally, at least the aircraft owner probably pays more taxes when he flies than the automobile driver does when he drives for far less facilities per dollar.

We are studying this question as well as the question of whether or not the taxable valuation of any county would be hurt in relation to the value returned by this system. As we learn more information, we will keep you informed.

Along with Commission Member Richard O'Brien of Conrad, I attended the Northern Plains Air Transportation Council, a group made up of the members of the Chambers of Commerce, city and county officials and interested people of the cities being served in Montana by Frontier's Twin Otter service. The meeting was held in Glasgow on October 21 and was one of the best attended yet. Representatives of all of the cities except Great Falls and Billings were present. Representatives of Frontier were there in the persons of Vern Carlson, Vice President for Public Relations, and Kent Smith, Assistant to the President of Frontier. Lyman Clayton of Wolf Point is the president of the organization and was the master of ceremonies at the meeting.



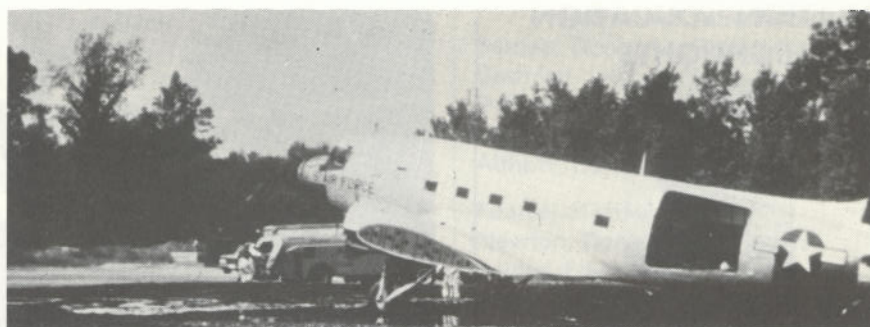
Many interesting matters were discussed and it was generally concluded at the meeting that scheduling was of prime importance to the cities and seemed to take priority in the minds of those present over the relatively high cost of passenger tickets on the Twin Otter service. Interesting presentations were made by members speaking for their cities and in addition to these people there were representatives from the Glasgow Air Force Base, including speakers for AVCO, the Safeguard Missile Program and the Air Force. Both Carlson and Smith spoke and mentioned that there were points made at the meeting that they could take back to Denver and use for improvement of the service. Carlson pointed out that the scheduling was done as best it could be done under the circumstances. He said that the cost of tickets was based on a Civil Aeronautics Board formula and was precisely the same one used throughout the United States for this type of service.

My impression of the meeting was that much useful information was exchanged between the group and I think that Frontier learned many things that will help them in the future and in turn Frontier's representatives explained to the communities being served the limitations that they operated under.

In my opinion more meetings like this between the industry and the communities would go a long way to solving many problems that are only problems because of the lack of communications that always tends to make mountains out of mole hills.

### **In Memoriam** **RAYMOND E AUSTIN** **1921 - 1971**

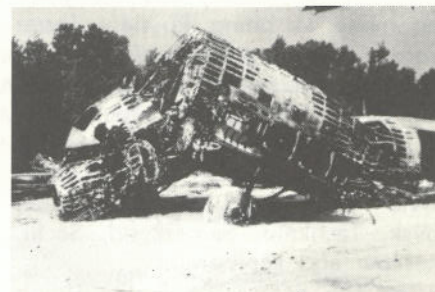
We extend our deepest sympathy to the family of Ray Austin. Ray was chief pilot for Morrison Flying Service where he had logged over 30,000 hours since joining the firm at the end of World War II.



The C-47 shell used in the demonstration just prior to ignition.



Plane shell being extinguished.



C-47, 2 minutes later.



Two teams of fire fighters extinguishing a 200 gallon fuel spill using protein foam.

(Continued from Page 1)  
communications systems, forcible entry tools and hand and turrent signals.

Two of the most interesting and impressive demonstrations were presented by the Dayton Fire School and the Wright-Patterson Air Force Base Crash Fire Rescue Team.

The school demonstrated the effectiveness of their high expansion foam truck in combatting structural fires.

The Air Force team showed why rapid response is so vital in extinguishing fuel fires. A C-47 (DC-3) minus wings and tail sections was allowed to burn for one minute, and

nited in 1600 gallons of JP16 fuel, then put out the following minute. The plane shell was completely destroyed within this period.

With the advent of Airport Certification and new Crash Fire Rescue requirements, the information and practical experience offered by this type of school is vital to all air carrier airports in Montana. Hopefully, a program can be developed in cooperation with the Fire Fighters Training Division of the Montana Department of Public Instruction to assist Montana airports with these requirements through informational and training seminars.



## AVIATION EDUCATION HIGHLIGHTS



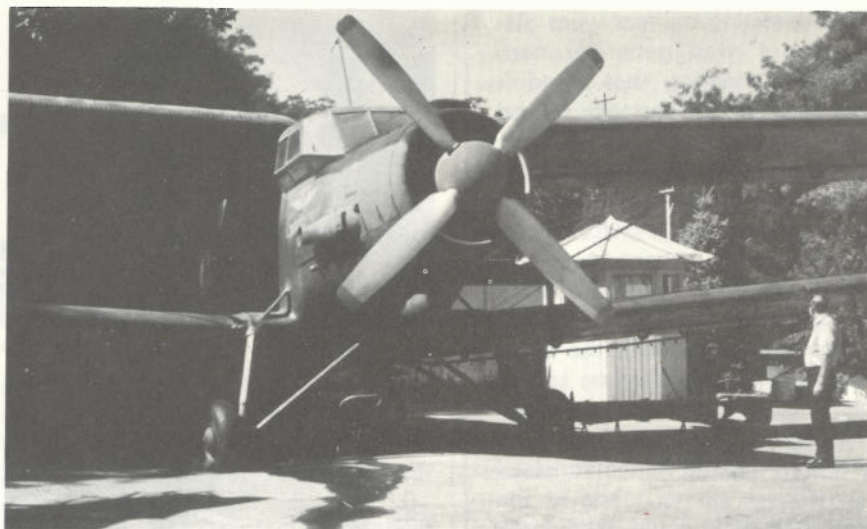
By **DUANE JACKSON**  
Aviation Education Supervisor

Svetlana, Olga, Antonoli, Ludmilla, Kosogorsky, certainly you recognize the name as being Russian. These were a few of the Intourists guides whom I encountered on my recent tour of the Soviet Union. Tour is too all inclusive a term. Actually, my experience was a fifteen day trip across Soviet Union with stops at Khobarovsk, Tashkent, Samarkand, Sochi, Moscow and Leningrad.

The trip across the Soviet Union was a part of a recent Advanced Aviation Seminar conducted by the University of Alaska. In arranging the tour with Intourist, the Soviet travel agency, broad hints of special aerospace tours and meetings with cosmonauts were made. Unfortunately, these vague promises were generally unfulfilled. The replacements, air museum visits, space fair tours, and a meeting in Moscow with top people in Soviet civil aviation, were extremely interesting.

Basic transportation across the Soviet Union was in a turboprop Ilyushin 18 which would be loosely compared to an Electra. It was smaller, less well furnished, noisier and about the same cruising speed. The transportation was somewhat of a disappointment inasmuch as the group had assumed and hoped for all jet transportation. I did make the Moscow-Leningrad flight in a small twin engine jet, which would compare with the DC-9 with the same general exceptions as above. I also made a flight from Samarkand to Tashkent aboard a high wing twin engine turboprop, which compares to our F-27.

Air travel in the Soviet Union is extensive. When portions of our group traveled on regularly sched-



Early World War II aircraft extensively used for spraying of crops.



View of St. Basil and spires of Kremlin in background.

uled flights it was obvious that all flights were filled. Some general comparisons are pertinent. Air travel is not the luxurious operation that it is in this country. There appears to be no first class. Less beverages are provided and alcoholic beverages are not available.

No plane on which I traveled had more than one stewardess. Less emphasis is placed on safety. There are seat belts, exit and smoking lights, but there is no check of compliance.

The long flight from Khobarovsk to Tashkent was particularly interesting. Total time in the air was eleven

hours. We stopped after six hours at Ovosibirsk for fuel. I presumed that we would have a crew change. However, after an hour stop, the same flight crew and stewardess boarded the plane for the five hour thirty minute flight to the Sochi airport. Please remember this one stewardess served three light meals and soft drinks and tea at various intervals for over one hundred people during her eleven plus hours in the air.

The tour was extremely interesting. Possibly some special experiences can be offered in following articles.



## PRIVATE

Smith, Duane—Billings  
Robinson, Hanford—Fort Benton  
Palm, John—Ismay  
Greathouse, Arthur—Billings  
Gard, Owen—Glasgow  
Norcutt, Earl Jr.—Glasgow  
Bonine, Richard—Miles City  
Notti, Benny—Miles City  
Baird, Gerry—Miles City  
Hanson, Daniel—Ashland  
Boyd, Earl—South Gate, Calif.  
Plaggemeyer, John—Big Timber  
Harris, Lewis—Deer Lodge  
Ferguson, Justin—Big Timber  
Rengert, James—Grosse Pte. Farms, Mich.  
Weaver, Jon—Worland  
Yakimec, Joseph—St. Paul, Alberta  
Lundell, Edgar—Maidstone, Sask.  
Justesen, Robert—Valley City, North Dakota  
Chadwick, Andrew—Lewistown  
Brundage, Richard—Kalispell

Myrick, George—Bozeman  
Hanley, William—Libby  
Dudding, James—Missoula  
Harker, Jeffrey—Whitefish  
Forman, Anthony—Manhattan  
Clark, Robert—Helena  
Allen, William—Helena  
Grkovic, Nicholas—Salmon, Idaho  
Jarecki, Anne—Polson  
Bitney, Duane—Kalispell  
Britton, Craig—Butte  
Lien, John—Bozeman  
Hall, Leonard—Havre  
Fitz, Michael—Scobey

Cummings, Charles—Kalispell  
Pruyn, Rollett—Missoula  
Pruyn, Minott—Missoula  
Archibald, Michael—Kalispell  
Nerlin, Dale—Bozeman  
Blaskovich, Michael—Anaconda  
Hodgson, Leonard—Missoula  
Morgan, Donna—Deer Lodge  
Green, Davis—Great Falls

## COMMERCIAL

Robinson, Denis—Highwood  
Haggert, Terry—Bison, South Dakota  
Harlow, Robert—Helena  
Lynch, Wesley—Kalispell  
Kildow, John—Missoula  
Patten, Timothy—Missoula  
Clark, Dale—Havre

Moilanen, Daniel—Butte  
Johnson, Austin—Havre  
Birky, Gene—Kalispell  
Drawdy, Roland—Conrad  
Manion, Michael—Kalispell  
Mazet, Robert III—Santa Monica, Calif.  
Smerker, Ray—Dillon  
Walton, Anthony—Billings  
Williams, Ellis—Missoula

## MULTI-ENGINE

Blake, Robert—Kalispell  
Schroeder, Karl—Mattoon, Wisc.  
Price, Brian—Kalispell

## INSTRUMENT

Lynch, Wesley—Kalispell  
Muller, Robert—Kalispell

## ATR

Montgomery, James—Sheridan, Wyo.

## CONGRATULATIONS



## FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS

Gerlach, Frederick—Missoula  
**FLIGHT INSTRUCTOR—AIRPLANE**  
Woltermann, Ronald—Columbus  
Robinson, Denis—Highwood  
Warren, Conrad—Great Falls  
Parkinson, Thomas—Great Falls  
Ballou, Monee—Helena

## ROTORCRAFT—HELICOPTER

Gaustad, David—Livingston  
Wiltrout, Gary—Ashland, Ore.  
Nathe, David—Kalispell  
Rugg, Raymond—St. Ignatius  
Buck, David—Missoula

## FLIGHT INSTRUCTOR—INSTRUMENT

Swanberg, Chrisman—Kalispell  
Christensen, Robert—Great Falls

## GROUND INSTRUCTOR

Cooney, James—Missoula  
Fulkerson, David—Plentywood  
Van Meter, Kenneth—Great Falls

## AIRFRAME MECHANIC

Barney, Douglas—Helena  
Dashnea, Lynes—Missoula  
Bubalsky, Paul—Billings  
Hills, Milas—White Sulphur Springs  
Althoff, Daniel—Helena

Pearce, Michael—Saco  
Newton, Donald—Lewistown  
Snider, Edward—Hogeland  
Olson, Raymond—Lakeside

## POWERPLANT MECHANIC

Casteel, Robert—Crosby, North Dakota  
Wilhelm, Clayton—Helena  
Althoff, Daniel—Helena  
Mikat, Horst—Helena  
Nieman, Stuart—Bonners Ferry, Ida.

## TYPE RATING

### TBM

Cusic, Steven—Huntington Beach, Calif.

Magruder, Monte—Missoula  
Lykins, Donald—Los Alamitos, Calif.

### DC-3, TBM, Lockheed 188

Cusic, Steven—Huntington Beach, Calif.

## SENIOR PARACHUTE RIGGER

Phillips, James—Missoula  
Dale, Lonnie—Choteau  
Dayton, David—Hamilton  
Smith, John—Bozeman  
Meadows, William—Belknap  
Adams, John—Missoula

Craig, William—Helena  
Ward, Patrick—Missoula  
McIver, Evander—Missoula  
Crues, John—Fairmont, W. Va.  
Morga, Thomas—Burbank, Calif.  
Litton, Ronald—Billings  
Foland, Jon—Missoula

## MASTER PARACHUTE RIGGER

Parzych, Stanley—Great Falls  
Pittman, Phillip—Hugo, Okla.  
Eisenman, Larry—Missoula  
Schmidt, Martin—Napoleon, N. D.  
Courville, Homer—Missoula

Streich, Elden—Missoula  
Walstad, Neil—Huson  
Pierce, David—Missoula  
Sanders, Frank—Missoula



## FAA INSPECTOR'S CORNER



By Lauren D. Basham  
Accident Prevention Specialist  
Rm—GADO No. 5, Helena

There are many people in the field of general aviation who enthusiastically proclaim the great things in store for our industry in the current decade. By 1980 the number of general aviation aircraft is expected to exceed 220,000 and the number of certified pilots is expected to reach 1,550,000 or more.

For the most part, Federal Aviation Administration seems to be confident that along with other interested serving organizations such as participating State Aeronautics Commissions, AOPA, National Pilots Associations and others, it can hold the line on FLIGHT SAFETY.

Currently, persuasion is our most effective deterrent in terms of **Accident Prevention**—this is the heart of our Accident Prevention Program—we counsel—we persuade. And we walk a very thin line between persuasion and coercion. If we use the word SAFETY often enough and loud enough, however, we may succeed in completely tuning out the general aviation element we need to reach.

There are alternatives—not so easy and not so simple but there just the same. Each aircraft owner and each pilot has a very real and personal alternative. Let's take a serious look at this alternative and direct our own efforts before some zealous politician assumes the Savior role at our expense.

**We know** that the average cockpit of today is filled with so many complexities and variables, that the law of averages tends to assure **Pilot Error!**

**We know** that when flying within a complex set of rules and laws, knowledge is only as beneficial as the means by which it is employed!

**We know**, too, that far too many of our accidents in general aviation result from compromises which have no economic or rational justification!

**We believe**—that accidents don't just happen—**THEY ARE PLANNED.** Witness the pilot who fails to properly preflight his aircraft—he is ignoring numerous areas of serious accident potential, one of the most common, of course, is fuel exhaustion—or—the pilot who fails to accomplish the proper use of a simple checklist and has a gear up landing—or—the flight instructor who dispatches a student contrary to common sense rules and known pertinent Federal Aviation Regulations. He is planning an accident, starring the unsuspecting student pilot.

What is our alternative? The realization of the moral responsibility to our friends and loved ones that goes hand-in-hand with the certificates we hold as pilots. The realization that a pilot's limited experience may not qualify him to know what to look for in certain environment or to properly analyze what he sees. "The experienced pilot's enemy is inexperience, the experienced pilot's enemy is complacency."

Above all else, the realization that humility and continued self-evaluation do more to endanger professionalism at a sustained level than almost any other effort a pilot can put forth—Think about it—and **Fly With Safety!**



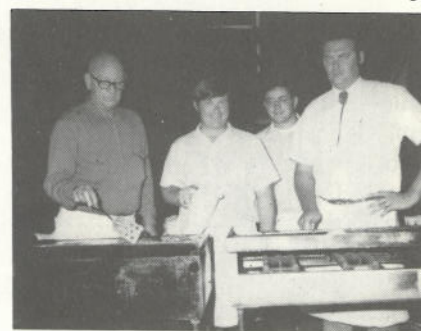
Paul Soderlind and Jack Waddell.

(Continued from Page 1)

nal and that evening an Oldtimers Banquet was given at the Billings Chamber of Commerce Building. Sunday morning, a Fly-In Breakfast

was held in the Piper Gillis Hangar at the airport.

The meeting was convened at 2:00 P.M. with 26 Officers, Directors, and Members present. At the meeting:



Jack Peckam and cooks at Sunday breakfast.

Better coordination of individual hangar activities with the state organization was discussed. Lewistown was selected as the site for the next meeting, March 11, 1972. Chet Severson was announced as the chairman for the MPA Convention, May 20 and 21, 1972 in Great Falls. And, a resolution was passed opposing the Federal Aviation Administration's planned closure of the Mullan Pass Flight Service Station.

Officers and Directors attending the meeting were Jack Palmquist, President; Frank Bass, Eastern Vice President; Morris Rudio, Treasurer; Betty Shanor, Recording Secretary; Colleen Gregoire, Corresponding Secretary; Robert Wheatcroft, Jerry Coldwell, Fred Kistler, Charles Silverthorn, Directors.

Saturday evening, over 150 persons attended the Cocktail Hour and Oldtimers Banquet. Paul Soderlind, Director of Flight Operations for Northwest Airlines served as Master of Ceremonies. Frank Wiley gave brief remarks on Montana aviation and introduced oldtime pilots present. Guest Speaker, Jack Waddell, Chief Engineering Test Pilot for Boeing Aircraft, presented a film and gave a talk on the initial test flights made by him on the first Boeing 747. Merrill K. Riddick of Philipsburg was awarded a portable radio as the "Oldest pilot ticket" present—January 16, 1918. Walter Hensley also received a radio for being the oldtimer with the greatest number of hours—23,000.



## AIRPORT NOTES



By **WORTHIE M. RAUSCHER**  
Deputy Director

**DOT Transportation Study:** The Montana State Department of Planning and Economic Development, with aviation input from the Montana Aeronautics Commission, has recently completed a transportation study for the Department of Transportation. The purpose of this federally funded study was to provide the Congress of the United States with a guideline for the funding of public transportation by the federal government through the year 1990.

The aviation portion of the study was not adequately funded to accomplish much more than to inventory existing aviation facilities and do limited sampling of the various category of airports as to their anticipated needs for the period of the study. The most interesting thing which we obtained from the study was the fact that communities interviewed indicated that the federal level of funding provided by the Airport and Airways Act of 1970 will be adequate for the airport development within the State of Montana. This means that if the communities and/or the State of Montana can provide the matching monies with which to obtain a federal grant that all anticipated projects can be accomplished.

The entire aviation community should take a new look at sources of matching monies for much needed projects. Under the "Director's Column" Mr. Hunt explains one source of funding which could alleviate many problems in funding a system of airports for the State of Montana.

**Instrument Landing Systems:** The instrument landing system to serve Johnson-Bell Field at Missoula, Montana is now completed and awaiting

final checking before entering full service.

The ILS equipment necessary to complete the new instrument approach into the Helena airport has arrived at the construction site. The medium intensity approach lighting system with sequential flashers are presently installed at Helena, leaving the installation of the electronic localizer and glide slope to be completed before the system is operational.

The Federal Aviation Administration has notified Gallatin Field at Bozeman, Montana that their instrument landing system and (medium intensity approach lighting system) is scheduled for delivery in July of 1972.

**Missoula:** Johnson-Bell Field at Missoula, Montana has received a planning grant in the amount of \$34,173 from the Federal Aviation

Administration for Master Planning purposes. The consultant for the Master Plan is Pete, Marwick, Mitchell and Company.

**Yellowstone Airport:** The state-owned airport serving West Yellowstone, Montana and Yellowstone National Park is closed for the winter season. All public services, airport lighting, and the non-directional radio will not be available until next spring. The wind sock is up and the airport is usable for wheeled aircraft until the snow restricts the use to ski-equipped aircraft only. The runway lights are mounted 30 inches above the runway elevation rather than the 1 foot to 18 inches on a typical airport, therefore, simply because a foot of runway light is showing does not indicate that the airport is usable to non-skid equipped aircraft.



### EUREKA HOLDS SECOND ANNUAL FLY-IN BREAKFAST

Eureka's second annual Fly-In Breakfast was held at the Eureka Airport September 12, 1971. More than 20 planes flew in, and over 150 persons received "all they could eat" at \$1.75 per person.

Sponsored by the Eureka Airport Board, the breakfast's success is due to the time and effort contributed by Mr. and Mrs. Fred King, Mr. and Mrs. Jerry McCully, Mr. and Mrs.

Charles Cope, Mr. and Mrs. Burt Marchbanks, Mr. and Mrs. Paul Bibeau, and Mr. Tom Price.

Mr. Bibeau, Chairman of the City-County Airport Board, said that the strip had received some recent improvements. A new coat was just completed and a new lighting system was being installed. The system should be completed before winter.

With 14 planes and 20 registered pilots, Eureka is one Montana community well aware of the benefits of aviation and a modern air facility.



## Letters to the Editor

Anaconda City-County  
Airport Board  
P. O. Box 1412  
Anaconda, Mont. 59711

October 25, 1971  
Montana Aeronautics Commission  
P. O. Box 1698  
Helena, Montana 59601

Gentlemen:

We have about one mile West of our airport here in Anaconda a Drag Strip which has never been put in our Montana Directory, and lately there have been a large number of Aircraft that mistake this strip for our field.

Would you please put a notice in Montana and the Sky to the effect that **this drag strip is not a landing field**. Could you also advise us as to what steps we should take to overcome this problem. This is a private Drag Strip and we have no authority or permission to mark it. The owners as far as we can find out reside in Butte, but we do not seem to be able to make connections with them.

Thank you for any help you may be able to give us. I remain,

Very truly yours,  
/s/Louis Mertzig, Sec.  
Anaconda City-County  
Airport Board  
P. O. Box 1412  
Anaconda, Mont. 59711

H. R. Goff  
38524 Athy Court  
Fremont, Calif. 94536

September 17, 1971  
Montana Aeronautics Commission  
P. O. Box 1698  
Helena, Montana 59601

Dear Sir:

I wish to thank you and your department for the volumes of valuable information you sent me on July 14th.

The Airport Directory, tips on mountain flying made my vacation to your beautiful state last month one of the most enjoyable we have experienced.

We are already planning our next trip to your "Big Sky Country".

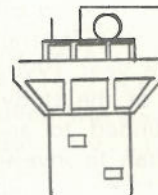
Very truly yours,  
/s/H. R. Goff

## STATISTICS

Will your **first** accident be on the **last** day of your life?

61/37  
65/22  
78/18  
69/18  
56/19  
57/31  
68/19  
44/6

	Accident Total	Fatalities
1964 Total .....	61	37
1965 Total .....	65	22
1966 Total .....	78	18
1967 Total .....	69	18
1968 Total .....	56	19
1969 Total .....	57	31
1970 Total .....	68	19
1971 To-Date .....	44	6



## TOWER

## OPERATIONS

October, 1971

	Total Operations	Instrument Operations
Great Falls .....	8,674	1,589
Missoula .....	7,307	554
Billings .....	7,418	1,804
Helena .....	3,798	512

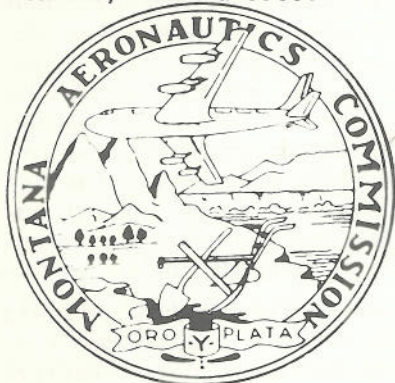
## MEMBER

## NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

P. O. Box 1698

Helena, Montana 59601



October, 1971

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